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VOL. 8 NO. 5
FIRST ISSUE OF
APRIL 1978
#171

RAIL TRAVEL NEWS

BI-LEVELS ARE BACK IN PRODUCTION

LETTERS

It is so sad that a great country such as ours must be saddled with the sort of so-called public officials that cannot see the end of their noses unless a dollar bill is flapped in front by some dim-witted anti-railroad lobby. Then they will follow that dollar like a blood hound regardless of where it leads them.

It should be a foregone conclusion that passenger trains and the rail industry as a whole are to be saved, upgraded and expanded, regardless of the cost. The crippled and mindless stupes in Washington DC will throw billions of dollars down rat holes for unintelligent projects that do no one any good, spend billions on super highways that are being destroyed by trucks that are so over-weight that the tires appear half flat, and they roar along screaming at each other on the CB's at 70 and 80mph, while a passenger train is not allowed to run more than 60.

Why should anyone ride a train say from Chicago to Denver when you can almost drive it on interstate highways as fast, and the airports and airways are so glutted it's unsafe to fly, and still the oil companies scream shortage of oil, no money to drill for more. Yet the glut of crude oil is getting so large that a tenth of the world's tankers are tied up full of crude that cannot be refined.

Thank you again for a great little magazine; it's timely and truthful--both unusual at this time in our history.

Roger L. Robertson
Aurora, Colorado

I would like to invite the attention of your Connecticut readers to Raised Bill 5714, now pending in the legislature, which has received a favorable recommendation of the Transportation Committee, but now faces the extremely difficult obstacle of favorable action by the Appropriations Committee.

Under the provisions of this bill, Connecticut would fund a 403(b) train on the Inland Route, New York to Boston via Meriden, Hartford, Springfield, Worcester and Framingham, and inaugurate two one-year rail passenger service experiments on various freight-only lines.

It is hoped that Connecticut readers will communicate with their legislators and urge the passage of this bill, which will do so much to revive rail passenger service in Connecticut.

James M. S. Ullman
Meriden, Connecticut

Thanks for printing Angus Dundee's article on VIA Rail Canada (1st Mar issue), which was the first one to explain the structure and the likely future of VIA. In the last month or so, several letters to the local press from regular rail travelers have noted the deterioration of punctuality on Corridor services, and traced it to CN's deferring maintenance until VIA would have to pay for it. And the only news medium to note the VIA takeover on April 1, CBC's Sunday radio roundup, gave it a very skeptical story indeed. Its general theme was that Frank Roberts is a sincere enthusiast who wishes to save some passenger trains; but that more sober academic experts are right to claim that there is no future for rail even between Windsor and Quebec, since buses are always cheaper and often faster. Only historical sensibility and nostalgia had made enough Canadians like passenger trains to force VIA on the government; and once it had had its chance, then "30"....

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $9.75 per year; single copy 40¢. Overseas and institutional rates on request. STAFF: Editor: James Russell. Editor-at-Large: Paul Rayton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.

The CBC, I should say, is not a spokesman for Prince Otto (Lang--Transport Minister). Nevertheless, its treatment does reflect a strong view of VIA among Canadian opinion makers (when they think about trains at all).

Fred Matthews
Toronto, Ontario, Canada

THE COVER STORY

The strike at Pullman Standard has finally ended. The railroad car builder, a division of Pullman Incorporated, said in a press release early this month that agreement had been reached Apr 4 on a new 3-year contract between Pullman Standard and the United Steelworkers. PS's plants and employees had been idled since Oct 1, 1977, following expiration of a labor contract Sep 30. The company has a contract to build bi-level "Superliner" cars for Amtrak, and the work stoppage seriously disrupted Amtrak's plans to have the new equipment on the rails early this year. The company is now getting back into production, altho the fact that some employees left the company during the prolonged strike, is hindering the resumption of construction of the new passenger cars. Amtrak has not yet accepted any bi-level cars, pending some modifications to the coaches already built. Amtrak said that some coaches would be the first to be delivered, and a decision would be made within the next few weeks on the date for a press showing of the new cars. Some coaches may be in revenue service this summer, an Amtrak spokesman said. Pullman Standard builds freight cars in Hammond IN, Butler PA and Bessemer AL, and passenger and rapid transit cars in Chicago and at a second plant in Hammond. The cover illustration is from the cover of "Amtrak's Superliner Passenger's Manual", which tells riders how to operate car facilities.

FLORIDIAN DERAILED BY DUMP TRUCK

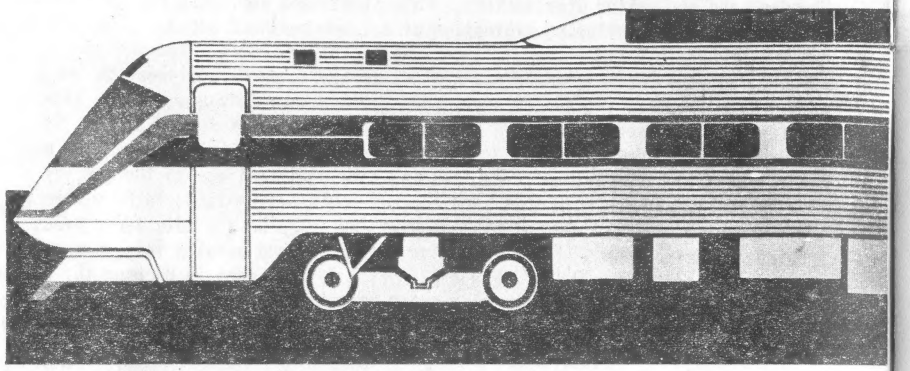
The northbound FLORIDIAN derailed when it was hit broadside by a dump truck loaded with lime, about 11am Apr 5 six miles south of Alabaster, Alabama, between Montgomery and Birmingham. The truck driver, who failed to stop for the train at a crossing on Shelby County Road 87, was killed in the flaming wreckage of his truck when it hit the side of the second engine, an SDP40F unit. About 27 of the reported 67 passengers received injuries, but no serious injuries were reported. The train was traveling at 65mph, and the second engine and 7 cars derailed but

Photo from Birmingham Post-Herald

remained upright, some tilted at slight angles. One car remained on the rails. The consist of the train was not available, but a dome car and slumbercoach were visible in photos of the scene. Passengers were bused on to destinations. The L&N line was expected to be out of service for at least two days.

SPV 2000

by Peter Roehm



The SPV-2000, heralded as the all-purpose answer to many rail passenger problems thru the year 2000, arrived in Boston Apr 5 for inaugural ceremonies the following day with a VIP-invitational ride to/from Readville, former New Haven shop location.

The car, with its aerodynamic nose removed, stood on Track 8 of South Station most of the day with an adjacent red carpet to add effect. Officialdom from Budd (including Chairman and CEO Gilbert Richards), B&M (including President Alan Dustin), and MBTA (including Chairman Bob Kiley), joined with several dozen others for the 22-minute roundtrip out the Southwest Corridor. A press announcement earlier in the day about a multi-million dollar order for the Kingdom of Morocco for six specially-equipped SPV's (due for delivery in the fall of 1979) was a feather in the cap for Budd as the first "official" run over the lines of the nation's largest Budd car operator began.

The interior of the car was finished in beige, and carpeting included the ceiling and lower sidewalls. The 2x2 seats had separate backs, and reclined modestly with backward pressure. The aisle seat was multi-striped in chocolate brown, orange, and red-orange, while the window seat was entirely chocolate brown. The car is loaded with proven technology (big point for sales these days as LRV's and rapid transit cars incorporating new gimmicks fail to do well) such as Pioneer III trucks and suspension, Amfleet body shell, and GM truck engines. This should prevent occurrence of a Boeing LRV-situation, which Budd and the MBTA certainly do not want.

At 4pm the two standard (Model 8V-92) 360hp engines accelerated--much too much noise from inside--and we headed out the Providence mainline for the all-too-brief press-VIP run. The car has a tight start--most likely due to its newness--but it accelerated well and arrived in Readville without delay. A quick turn and we were enroute back, where the speed would be maximized to the 79mph allowed on this stretch of track. It was not really noticeable that we had attained maximum speed, as the suspension system smoothed out the ex-New Haven/PC/Conrail tracks so well that it seemed akin to being in a 600mph jet and looking out the window oblivious to motion. Not quite the jet, but for a railcar damned decent.

(continued on page 17)

GRAHAM CLAYTOR FOR AMTRAK HEAD?

The name of Graham Claytor, Jr., former President of Southern Railway, has been mentioned as a possible successor to Paul Reistrup as head of Amtrak. Reistrup will leave after Jun 30 (see last issue). As indicated last issue, John Reed, the Board Chairman of Santa Fe Railway, is also said to be on the list of names being considered. William Quinn, the Milwaukee Road representative on Amtrak's Board, is heading the committee to search for a new President. Graham Claytor is presently Secretary of the Navy, but some believe a shakeup in that military arm may leave Claytor open to accept another position. The Administration's choice to succeed Reistrup is former DOT Secretary Alan S. Boyd. Many believe that the Administration is attempting to place another "Roger Lewis" at Amtrak's helm, a person who would take orders from the anti-Amtrak DOT. For this reason, rail supporters are opposing Boyd's succession to the Amtrak presidency, and are throwing their support behind people like Reed and Claytor, who have shown past interest in passenger trains and who would be presumably dedicated to improving the national rail passenger system.

SPRING COMES TO AMERICA'S RAILS

The following is a summary of Apr 30 Amtrak schedule changes. Most of these have been published here before, but are noted again in this summary for your convenience.

SUNSET LIMITED: 30 minutes faster westbound, 15 minutes faster east; due to SP track improvements.

SAN FRANCISCO ZEPHYR: Adds Davis and Suisun-Fairfield CA as stops, slight time adjustments at Martinez, Richmond, Oakland and San Francisco.

EMPIRE BUILDER & NORTH COAST HIAWATHA: Schedule flipflop "will allow daytime operation between Chicago, Milwaukee & St. Paul/Minneapolis & thru scenic areas along both routes... & also reestablish connections in Seattle with other Amtrak trains." All Chicago connections eastbound except FLORIDIAN are lost.

PIONEER: Sleeping car service starts Apr 30 from Seattle & May 1 from Salt Lake.

NORTH STAR: New name for new overnight train between Chicago & Duluth; in effect, ties together the TWIN CITIES HIAWATHA & ARROWHEAD. Has sleeping cars.

INTER-AMERICAN: Time cut 2hrs 35mins Laredo-St. Louis & 15mins St. Louis-Laredo. Daily service south of St. Louis starts May 24 southbound & May 25 north, & will continue thru Labor Day. Sleepers 3 days/week Chicago-Ft. Worth, first trip out of Chicago Jun 25 & out of Ft. Worth Jun 27 (Sun Wed Fri southbd, Sun Tue Fri north).

NATIONAL LIMITED: Time cut 45 mins westbound & 15 mins east; westbd by taking 30 mins out of Columbus-Indianapolis section because of continued operation over Conrail's Dayton route; in both directions, 15 mins cut from K.C.-St. Louis portion.

BROADWAY LIMITED: Leave NY 35 mins earlier, at 5:55pm, ar Chicago 11:55am, time cut 5 mins. Lv Washington 5:05pm; no eastbound change.

LAKE SHORE LIMITED: Schedules on Boston section cut by 20 mins each way.

FLORIDIAN: Lv Chicago 1hr 30min earlier (9:30pm), with adjusted schedule to Florida. No northbd change except will lv Miami 10 mins later (5:10) because of new station location.

PANAMA LIMITED: Time cut 20 mins each way due to ICG track improvements.

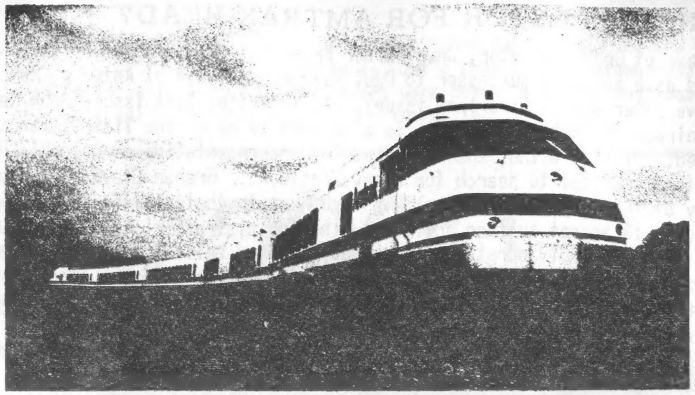
SHAWNEE: Time cut 10 mins each way due to ICG track improvements.

Chicago-Milwaukee Turboliners: One daily train, #336, will lv Milwaukee 4:40pm, 50 mins earlier.

LONE STAR: Time cut 5 mins between Ft. Worth & Dallas; new MoPac contract.

SILVER METEOR & SILVER STAR: Miami arrivals will be 10 mins earlier than now & departures 10 mins later, due to new station location.

Empire Service: HENRY HUDSON will lv NY 11:30am, 4 hrs later. DEWITT CLINTON will lv NY 9:30pm, 1 hr later. Several other schedules will be modified by 5 to



ADIRONDACK and Empire Service trains use Rohr-built Turboliners (Amtrak photo).

10 mins. HENRY HUDSON will run daily in substitution for BEAR MOUNTAIN, which will be cancelled.

ADIRONDACK: Lv Montreal 11:35am, 2 hrs 30 mins later. Northbd lv NY 9:40am, 50 mins earlier. Stops at Watervliet and Mechanicville will be discontinued, and time cut 10 mins as the route to Rensselaer station is revised.

BLUE RIDGE: Weekend schedules will be revised to allow an extra hours at Harpers Ferry for summer tourists. Weekday schedules unchanged.

Northeast Corridor: New Boston-DC schedule of about 8 hrs will be established using present schedules and a 15-min cross-platform transfer at NY between Metroliners (for travel south of NY) & Amfleet trains (for travel north of NY). This will use present schedules but with special handling at NY, saving about 1 hour travel time. One such service daily each direction.

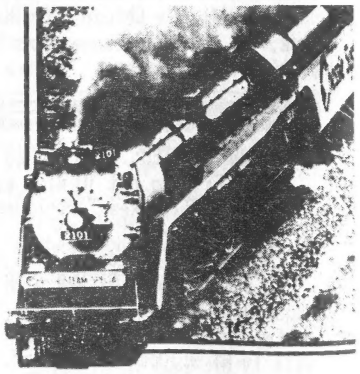
Certain local Phila.-NY trains will be combined with local NY-Boston trains to produce new & faster Phila.-Boston thru service, eliminating need to change trains in NY. Three such daily schedules each direction.

A new DC-NY train will be added, lv DC 8:10am Mon-Sat. New NY-DC train added, lv NY 4pm Mon-Sat.

At states' request, the CLAMDIGGER (now New Haven-Providence) will be extended to Boston on a new schedule and another roundtrip added on Sundays.

Other changes--combining present trains or slightly altering service patterns, will be made. Up to 20 mins will be added to Metroliner schedules because of track improvement projects underway.

CHESSIE STEAM EXCURSIONS RESUME



The Chessie System's Steam Special Excursions celebrating the 150th Birthday of the B&O Railroad, America's first, will continue in 1978, with the first trip being a Baltimore to Hagerstown run on Apr 30. Tha announcement came from J. H. Griffin, Manager of Passenger Operations. The Apr 30 run will operate out of Baltimore's Amtrak station, but all other Baltimore-based trips will use Chessie's Camden Station. Former Reading T-1 No. 2101 will be used, powering a consist of up to 19 cars, including a

page 6

recording car, open side car, snack-souvenir car, parlor car, rear platform observation car, and open-window and air-conditioned cars. Excursions will be run most weekends and some weekdays thru Oct 29. Complete schedules and information about individual trips are available from: Chessie Steam Special, Box CJ, 2 North Charles St, Baltimore MD 21201.

URBAN-SUBURBAN TRANSIT

THE SOUTHERN PACIFIC was informed by the California Public Utilities Commission on Apr 19 that it would not allow the railroad to discontinue its San Francisco commute service. SP has a similar request before the ICC, which will conclude hearings in May. The PUC vote was 4-1. The Commission still has not ruled on another SP request to be allowed to cut service and raise fares.

METROPOLITAN TRANSIT DEVELOPMENT Board in San Diego CA favors using the San Diego & Arizona Eastern Railroad right of way for a public light rail rapid transit system if final reports, due in June, show a favorable financial outcome. Hearings on SP's bid to abandon the SD&AE line closed in late April before the ICC. The Mexican National Railways said they could not invest money to help repair the line, the only rail route between Tijuana and central Mexico.

UMTA HAS ANNOUNCED a major decentralization in order to cut costs and red tape. UMTA Administrator Richard S. Page said Mar 31 that full operational status of 5 regional offices was effective--Boston, Philadelphia, Atlanta, Ft. Worth, and Chicago. In coming months, 5 more will begin operation--New York, Kansas City, Denver, San Francisco and Seattle. Regional directors will be able to exercise full authority over most transit grants. The Washington headquarters will retain authority over grants to cities of over one million population. Applications will be submitted directly to the regional offices when they are operational.

BOSTON'S MBTA HAS already sent two GP9 diesels to Paducah as tradeins on the 17 units presently being rebuilt: 5 GP's and 12 ex-GM&O 800-series F units. Eight additional F40PH's have been ordered, for a total of 13, and 35 more Pullman Standard coaches, for a total of 60. The F40PH's will serve the South Side, and the ICG rebuilds the North Side.

"LANDMARK EXPRESS" TRAIN from NY to Washington ran Apr 16, with Jacqueline Kennedy Onassis and 310 other supporters of the preservation of Grand Central Terminal aboard, to publicize the Supreme Court's consideration of the fate of the famous terminal. The Court was to deliberate on the landmark status of the building. Owner Penn Central wants to build an office tower on top of the structure.

NEW YORK'S MTA put a new 5-car stainless steel, air conditioned train into revenue service on Apr 7 on Conrail's main line between Port Jervis NY and Hoboken NJ. Cars were purchased from GE with funds from the 1974 NY State bond issue.

NOTICE OF SUBSCRIPTION RATE INCREASE

The Postal Service once again is about to receive a massive increase in first class postage rates with short notice to the public. The increase this time is expected to be 15.4%--or 2¢ more per ounce. These outrageous increases are always difficult for RTN, and so we regretfully must plan a rate increase on short notice. Our yearly rate, for 24 issues, will go to $10.50 effective May 7, 1978. This is a 7.7% rise, and will bring the single-copy price to 45¢. This price is still less than the current price of the most nearly comparable railfan newsletters.

RAIL CANADA

Now managing Canadian National and Canadian Pacific passenger train services.

CANADIAN TRANSPORT COMMISSION'S Railway Transport Committee has moved its staff to new quarters. The new address is: Les Terrasses de la Chaudiere, Tower "A", 14th Floor, 15 Eddy Street, Hull, Quebec. The mailing address for the committee is: Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario K1A ON9. Readers should send service complaints to the committee Secretary, J. d'Avignon, telephone (819) 997-7046. Executive Director of the committee is G. H. Cooper, telephone (819) 997-4833.

THE ABOVE ARTWORK appears with VIA ads in magazines and newspapers, currently appearing in the U.S.

EDMONTON'S LIGHT RAIL Transit (LRT) system opened Apr 23. We hope to have a complete report for you, probably in the next issue.

TRANSPORT 2000 COMPLAINS that VIA Rail Canada is "inviting chaos" with the changes in transcontinental service coming up Jun 1, and argues that present CN and CP services should be kept until the end of the summer season. There will be, for example, no thru service for westbound passengers from Montreal and Ottawa. Ottawa riders bound for Banff, for instance, would take a train to North Bay, then a bus to Sudbury, and wait for over 12 hours for the transcontinental train from Toronto.

BRITISH COLUMBIA RAILWAY'S "Royal Hudson" left Vancouver in late March for a 38-day tour of 16 Canadian and U.S. cities, celebrating the Bicentennial of Captain Cook, Canadian unity and British Columbia tourism. The train was to stop in Ottawa Apr 4, then go on to Montreal and other Eastern Canada cities, then to Chicago, Milwaukee, Minneapolis, Winnipeg and other western cities. The train carries 4 coaches containing exhibits of Captain Cook's explorations in the Pacific.

THE RICHMOND HILL GO Train inauguration in Toronto is scheduled for Apr 29. Ceremonies begin at 10:30am when Premier Davis starts construction work on the renovation of Union Station in a ceremony on Platform One. At 11 a GO bi-level train with official party and "all who wish to join them" aboard, departs Union Station. A steam train joins the caravan of revelers in the afternoon, with ceremonies lasting until 4:10pm, when the steam train arrives in Richmond Hill.

TRANSPORT 2000 CANADA, in collaboration with the Nepean-Aylmer Transit Committee and the Ottawa Electric Group, on Mar 23 asked rail officials to introduce rail commuter services to relieve the road transport congestion between Hull and Ottawa caused by a recent closure of the Champlain Bridge.

CP RAIL'S ALASKA cruise liner "Princess Patricia" was drydocked Apr 17 in preparation for its final season under the CP flag on the Vancouver B.C.-Alaska run. Some reservations remain available for the early season departures.

WRITER ANGUS DUNDEE missed one small but touching note in his article on the Esquimalt and Nanaimo Railway's Dayliner service (last issue), notes a reader: On Dec 19, when the first passenger train since July 1, 1975 arrived in Courtenay, it passed a small banner near the depot, erected by school children. It read: "Welcome back Dayliner. We've missed you."

B.C. TRANSPORT MINISTER Jack Davis has been stripped of his cabinet posts by Premier Bill Bennett. Davis was widely criticized for his handling of ferry problems, for attempting to torpedo cruise ferry "Princess Marguerite", and for his problems in dealing with B.C. Railway disputes.

A STRANGE RASH of attempted suicides in front of Montreal subway trains occurred Apr 5, when five persons in five separate incidents in a five-hour period leaped into the paths of trains. Only one died. Each one occurred in a different station.

IN PRAISE OF THE SOUTHERN CRESCENT

by Lewis Grizzard

ABOARD THE SOUTHERN CRESCENT — His name is McMichels, "Mr." McMichels, and he is a gentle fellow of constant good humor, classically smart in his starched white frock and black trousers. When this train finally goes, there will be no more like it to take its place. The same is true for Mr. McMichels.

For over 30 years, he has worked up and down the Southern Railway line. For a time, he was a dining car steward. Now he's the man to see for a drink in the lounge, for a bed to be pulled down in the suites adjacent to it.

We had passed through Greenville and Spartanburg and Gastonia and Charlotte, and midnight approached. Mr. McMichels was delivering the evening's last rounds.

Talk was small at first before one of the passengers, confident in the relaxed atmosphere, finally broke through with, "I'm going to miss all this when it's gone."

Mr. McMichels couldn't hold back. He addressed us all.

"She ain't gone yet," he said. "Don't nobody give up hope. She ain't gone yet."

The execution of this grand lady was scheduled this week. Southern Railway petitioned the Interstate Commerce Commission to allow it to discontinue its passenger service between Washington, Atlanta and New Orleans. The Southern Crescent is Atlanta's only passenger train. She is presently running in the red at a rate of $7 million a year.

At the 11th hour, Southern was told to continue the train temporarily. There is the chance Amtrak, the government-subsidized rail network, will eventually operate the Southern Crescent. There is the chance it won't. She ain't gone yet, but it may take a miracle to save her.

I won't bore you with a rambling nostalgia number. Mainly, I like riding trains because it is one of the few ways I know to escape the idea that faster is better. It takes 13 hours to go from Atlanta to Washington by train. I wish it took 20.

All I want to do is say a few words in behalf of the best passenger train in the country while she still lives. Once she has passed, I may prefer to collect my memories and go quietly with them . . . .

There are always fresh flowers in the dining car. I like my eggs where the white is done and the yellow doesn't run, it crawls. There are few places where I can expect such perfection in egg cooking. They have never missed in the Southern Crescent dining car. The Southern Crescent serves the best ham sandwich I have ever eaten. A good man would leave home for the fried chicken smothered in sawmill gravy . . . .

From Atlanta north, Gainesville is the first stop. Then Toccoa and Clemson and Greenville and Spartanburg and Gastonia. Then Charlotte, Salisbury, High Point and Greensboro. Into Virginia, comes Danville, Lynchburg, Montore, Charlottesville, Culpepper, Alexandria, and Washington's Union Station.

Awaken early and see the beauty of northern Virginia and the quaintness of Charlottesville. The Potomac at early morning is glorious . . . .

Mr. McMichels is talking again. "Know who used to ride this train with me? Ralph McGill. We'd sit up late, just me and him. He'd talk and I'd listen. He was a fine, fine man . . . ."

Master Suite "C" is available on the Atlanta-Washington stretch. There is no accommodation like it anywhere. It can sleep four. There are two chairs and a huge couch. There is a shower. I have taken a shower on the Southern Crescent. I will tell my grandchildren about that . . . .

There is the conductor who always says, "Y'all have a nice trip." There is the dining car steward who still believes the customer's whim is his every command. There are college students aboard with guitars. I still remember the honeymoon couple that boarded in Anniston, bound for New Orleans. Their bedroom wouldn't be ready until Birmingham. Their restraint was remarkable . . . .

A thousand other things. A million other things. I've said this about a woman or two: I never really noticed her until she was gone.

I don't want to make the same mistake with Mr. McMichels' train.

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RAIL PASSENGER WEEK: FIGHTING FOR A BASIC NATIONAL SYSTEM

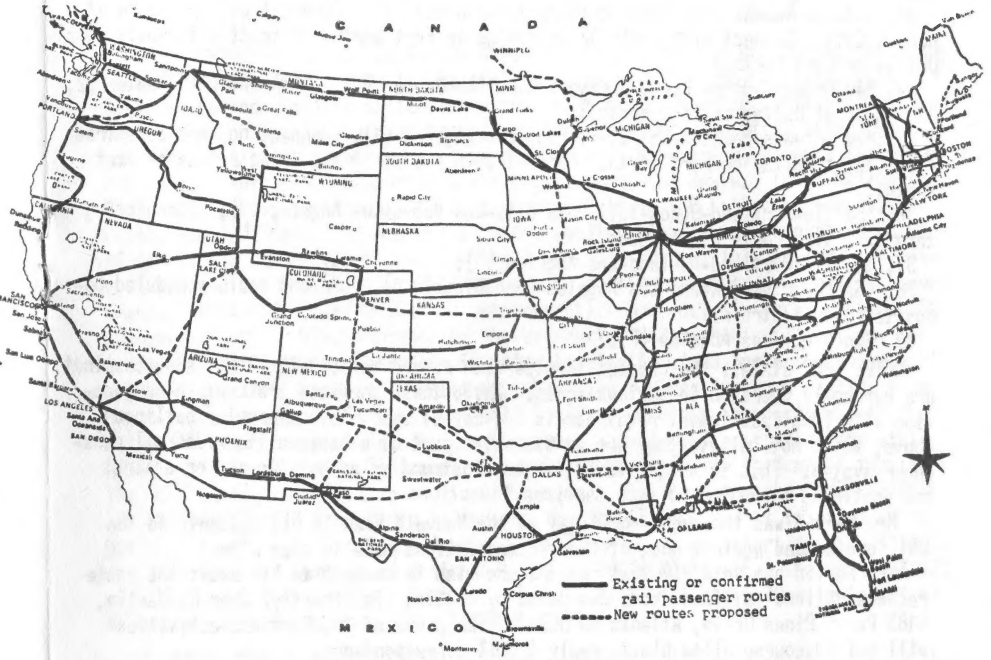
April 17-23 has been designated National Rail Passenger Week by the National Association of Railroad Passengers.

The designation comes at a particularly appropriate time, when the DOT is completing its first draft of a plan to alter the Amtrak system, and when citizens are called upon to make known and defend their rail passenger needs. As the culmination of this week, NARP is holding its semi-annual Directors meeting in Washington DC Apr 21 & 22, with board members coming from all over the 48 contiguous states.

It is time to consider what should be the minimum basic system that will best serve the American people in their travel needs. Over the past two years, NARP has been making a route study, with recommendations from its regional directors. The chairman of the route study committee is John R. Martin, NARP Region V Director. In a recent communication to the DOT and to NARP directors, Mr. Martin set forth NARP's recommendations for "Minimum Routes Required to Provide Basic Nationwide Rail Passenger Service". These recommendations postdate and differ sharply from the Haswell Plan (see RTN, First Jan issue*), which was not an official NARP document.

Here are the Minimum Route Recommendations given by the NARP committee: (number in parentheses following each route is the number of daily trains in each direction; "F" indicates a frequency of more than 3 each way daily)

1. Boston-NY-Washington via Shore Line (F).
2. Boston-NY-Washington via Inland Route (2-3).
3. Montreal-Springfield-NY-Washington (1).
4. Montreal-Albany-New York (1).
5. NY-Albany-Buffalo-Cleveland-Chicago (1). (Boston-Albany connection with thru cars; connecting thru cars to route 22 at Cleveland.)
6. NY-Albany-Buffalo "Empire Service" (Albany F; Buffalo 3).
7. NY-Philadelphia-Pittsburgh-Fort Wayne-Chicago (1). (Connecting thru cars to route 11 at Pittsburgh, and from route 11 at Pittsburgh.)
8. NY-Washington (F).
9. NY-Philadelphia (F).
10. Philadelphia-Harrisburg (F).
11. (NY)-Washington-Pittsburgh-Cleveland-(Toledo-Detroit) (1). (Connecting thru cars to route 7 at Pittsburgh & from route 7 at Pittsburgh to route 5 at Cleveland; thru cars from NY combined with routes 8 or 12.)
12. (NY)-Washington-Cumberland-Cincinnati (1). (Thru cars from NY combined with routes 8 or 11; train possibly combined with route 11 Washington-Cumberland.)
13. (NY)-Washington-Charleston-Cincinnati-Chicago (1). (Thru cars from NY combined with routes 8, 11 or 12.
14. NY-Philadelphia-Pittsburgh-Columbus-St. Louis-Kansas City-Denver (1). (Connect with route 32 at St. Louis; connect with routes 30 & 33 at Kansas City.)
15. NY-Washington-Newport News (1).
16. NY-Washington-Florida via Charleston (2). (Operate one thru train serving both coasts of Florida; operate one train NY-Savannah, such as the PALMETTO.) NY-Washington-Florida via Raleigh and Columbia (2). (Note: should be minimum of 3 thru trains to Florida, 1 train serving Carolina cities by day--2 on each route.)
17. NY-Washington-Atlanta-Birmingham-(Montgomery)-New Orleans (1).
18. Chicago-Cincinnati-Atlanta-Florida (1). (Connecting thru cars from routes 21 & 22 at Cincinnati.)
19. Chicago-Louisville-Nashville-Birmingham-Mobile-New Orleans (1). (Connecting thru cars from routes 21 & 22 at Louisville.)
20. Jacksonville-New Orleans (1). (Possibly connect with route 19 at Mobile.)
21. Detroit-Toledo-Cincinnati-(Louisville) (2). (Connecting thru cars to route 18 at Cincinnati and to route 19 at Louisville.)
22. Cleveland-Columbus-Cincinnati-(Louisville) (2). (Connecting thru cars to route 18 at Cincinnati and to route 19 at Louisville. Note: One train from routes 21 & 22 should extend to Louisville, providing connections and thru cars from routes 21 & 22 to route 19.)
23. Chicago-Detroit (3).
24. Chicago-Saginaw-Bay City (1).
25. Chicago-Grand Rapids (1). (Possibly combined with routes 23 or 24 to Kalamazoo.)
26. Chicago-New Orleans (1). Operate second train Chicago-Memphis (1). Operate third train Chicago-Champaign or Carbondale (1).
27. Chicago-Milwaukee (F).
28. Chicago-Minneapolis-Spokane-(Portland)-Seattle (2). (Operate one train over each principal route to Spokane. Operate one train Spokane to Portland with connecting thru cars from each principal route. Operate one or two trains Spokane to Seattle.)
29. Chicago-Omaha-Denver-Ogden-San Francisco (1). (Connecting thru cars from route 14 at Denver. Connecting thru cars to route 36 at Ogden to both Los Angeles and Portland. Connect with route 34 at Denver.)
30. Chicago-Kansas City-Albuquerque-Los Angeles (1). (Connection from route 14 at Kansas City.)



This map appeared before in RTN (#153) and represents NARP's ideas as of a year ago on what routes should be added to the basic system within the next decade. The NARP recommendations for a minimal basic system aren't the same as this map shows, but it is helpful to orient one to the geography of the present plans.

*Some copies of THE HASWELL PLAN FOR AMTRAK (RTN Occasional Paper No. 1) are still available at $2.00 each plus 35¢ first class postage. Write: Rail Travel News, Box 9007, Berkeley CA 94709. Tax is included in price.

31. Chicago-St. Louis (3).
32. Chicago-St. Louis-Little Rock-Dallas-San Antonio (1). (Connect with route 14 at St. Louis. Connecting thru cars to route 35 at Dallas or Fort Worth. Connect with route 33 at Dallas or Fort Worth.)
33. Chicago-Kansas City-Fort Worth-Dallas-Houston (1). (Connect with route 14 at Kansas City. Connect with route 32 at Dallas or Fort Worth. Connect with route 35 at Dallas or Fort Worth.)
34. New Orleans-Baton Rouge-Shreveport-Dallas-Denver (1). (Connect with routes 32, 33 and 35 at Dallas or Fort Worth.)
35. New Orleans-Houston-Dallas-El Paso-Los Angeles (1). (Connecting thru cars from route 32 at Dallas or Fort Worth. Connect with routes 33 and 34 at Dallas or Fort Worth.)
36. Seattle-Portland-Ogden-Salt Lake City-Las Vegas-Los Angeles (1). (Connecting thru cars with route 29 at Ogden.)
37. Seattle-Portland-Oakland-Los Angeles (1).
38. (Sacramento)-Oakland-Los Angeles-(San Diego) (1). (Second train scheduled opposite route 37 train.)
39. San Diego-Los Angeles (F).

NOTE: NARP states: "No comment is made with regard to certain 403(b) services that are currently operated in various areas. While these services are used in conjunction with localized travel requirements and may be supportive of routes outlined above, we do not believe they are an essential part of a basic nationwide rail passenger system. This is not, however, to be construed as an opinion for or against the continued operation of such services."

Mr. Martin was thoroughly critical of the Haswell Plan in his comments to the DOT, and argued against most of the recommendations made in that plan.

Mr. Martin has told RTN that readers who wish to comment to him about the route recommendations outlined above can do so by writing him directly: John R. Martin, 4183 Paran Pines Drive, Atlanta GA 30327. The press of Mr. Martin's activities will not of course allow him to reply to all correspondence.

NARP feels it is important at this time to consider its overall view about Amtrak and rail passenger service in the U.S. The official NARP statement on these is given below:

1. Railroad passenger service--commuter, intercity "corridor" and long distance--is an essential element of our national transportation system and must be modernized and expanded.

2. A nationwide system of rail passenger service requires linking in a logical and direct manner all large metropolitan areas included within the definition of Standard Metropolitan Statistical Areas.

3. A nationwide system of rail passenger service is **not** provided by a skeleton network of long distance trains and a few corridors.

4. The citizens of the U.S. will support and use a nationwide system of rail passenger service.

5. A nationwide system of rail passenger service must be a goal of any responsible national policy concerning the conservation of energy and the conservation of the environment.

6. Amtrak should be given a full, fair and complete opportunity to develop a nationwide system of rail passenger service for a period not less than five and preferably not less than ten years.

7. In giving Amtrak a full, fair and complete opportunity it must (a) Have sufficient funding to acquire additional equipment to replace old, maintenance-intensive equipment; (b) Have sufficient to convert the best of its existing equipment to electrical power; (c) Be permitted to operate in an atmosphere of confidence, not an atmosphere of crisis and criticism; (d) Have authority to operate over routes of its choice, using the railroads it selects, having priority for its trains, free of interference from the railroads.

8. Any discussion of the cost of providing transportation by competing modes must include a full recognition of actual costs, including all government expenditures in direct and indirect support of such mode.

Mixed Train of Thoughts

AN ADDENDUM TO the Apr 30 Amtrak changes (see pp. 5-6): A new train, named the CHESAPEAKE, and funded 100% by the states of Pennsylvania and Maryland, will begin operations between Philadelphia and Washington. Regular service starts on May 1 after an Apr 30 inaugural run. The train will use two Silverliner cars and will make a number of commuter stops: Chester, Wilmington, Newark, Elkton, Perryville, Aberdeen, Edgewood, Baltimore, Odenton, and Bowie. Train 421 leaves Phila. at 7:10am, arriving DC 9:40am; train 420 leaves DC 4:45pm and arrives in Phila. about 7:15pm. (At its Apr 25 Board meeting, Amtrak will consider the use of two leased Jersey Arrow cars for the train, and the possible sublease of several more such to the Maryland DOT for use on Baltimore-Washington Conrail commuter trains. UMTA must approve such an arrangement). More details on the ADIRONDACK changes: with the discontinuance of the Watervliet and Mechanicville stops, the train will be re-routed onto Conrail after leaving Saratoga Springs (southbound) and will run thru downtown Schenectady, where the D&H has trackage rights, into Rensselaer. A new station will be built later in downtown Schenectady, and the city will then become an Amtrak stop (however, some labor re-negotiations will have to be made to allow D&H crews to handle it at that stop in Conrail territory). The new Washington-NY trains mentioned on page 6 will be named the CONGRESSIONAL. The CLAMDIGGER will reportedly be renamed the BEACON HILL, as it is extended to Boston. In the N.E. Corridor, train 178 will run one hour later. Train 141 will run 2hrs later on Sundays as train 143, the CONNECTICUT YANKEE. Trains 430 & 431 will get snack bar service. Train 250 will combine will the 7:10am train out of NY and run thru to Boston as the LIBERTY LIMITED.....

WE ASKED AMTRAK why the EMPIRE BUILDER and NORTH COAST were rescheduled as they are, and the reply was that with the Stampede Pass washout and the extra time required due to track problems Chicago-St. Paul, it's impossible to make connections at both ends of the Seattle-Chicago runs. At the last major changeover, Amtrak decided to aim for the Chicago connections. Now they think they made a mistake, and are aiming for the connections at the Western end instead. Amtrak noted that people from Minneapolis and east of there can still make connections thru Chicago (by means of the new NORTH STAR overnight train--which will use Amfleet cars and electrified sleepers). Tour groups won't be affected, Amtrak felt, because they want Chicago layovers anyway. One report tells us that the two Chicago-Seattle trains will continue on their present frequencies (4 & 3 days per week) thru the summer..... THE TEST OF an E-type diesel as a fuel car to avoid refueling Amtrak trains enroute (see p. 14, last issue) is underway, with engine 400, an ex-B&O E9A unit, already converted into a fuel car. Amtrak wants to avoid refurbishing fueling stations to meet federal pollution regulations that will take effect in 1983..... NO BIRTHDAY CELEBRATION for Amtrak will be held this year, and none until the tenth anniversary, according to an Amtrak spokesman.....

THE DOT REPORT on Amtrak system revision: The DOT has already sent a draft of the report to the Office of Management and Budget, we have learned. Amtrak has not received a copy of it, and would surely like to see the version sent to the OMB. You can imagine that the fiscal types at OMB are not about to make additions to the system out of the goodness of their hearts and their realization that America's transportation and energy needs require a solid Amtrak system. The National Association of RR Passengers' semi-annual meeting in Washington comes on the eve of presentation of the revision plan to Washington officials, and NARP noted that that fact was sure to "stir several spirited discussions" at the meetings. Keep tuned to RTN, as we will bring you everything we can as fast as possible on this important topic.....

A MOST UNUSUAL passenger train movement takes place May 6-7 (see Rail Fantrips) when a special excursion train travels from Los Angeles to Bakersfield and back over the Tehachapi Mountain route. This includes the joint SP-Santa Fe trackage between Mojave and Bakersfield CA over which the state wants Amtrak to extend the SAN JOAQUIN, while the SP has ulcers. Apparently the promoters of this run managed to arrange it by making it an all-Santa Fe route, including other freight-only trackage, and taking a circuitous route via Fullerton and San Bernardino. The train leaves L.A. at 8am on the 6th and arrives Bakersfield at 5pm, with stops at Fullerton and San Bernardino. Returning, it leaves Bakersfield at 8am the 7th and reaches L.A. at 5:15pm..... AMTRAK'S RIDERSHIP FIGURES will now appear in yet another different format, and Amtrak said that the Jan, Feb and Mar data will be released shortly (the latest figures appeared in our First Mar issue). All we know is that Jan figures were down 4.7% from Jan 1977, Feb ridership up 4.5%, and Mar up about 10%.....

* * *

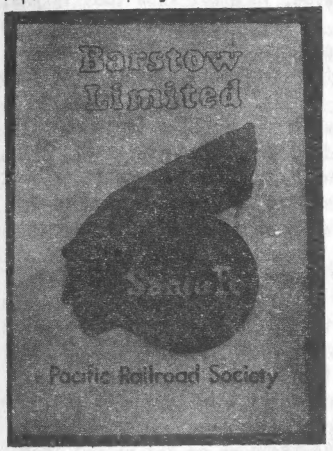
PHYSICALLY DISABLED PASSENGERS will get a fare break from Amtrak starting Apr 30. They will be able to travel in a bedroom at the cost of a roomette. Amtrak said this would save $90 on a NY-L.A. trip via Chicago. The bi-level cars, of course, will have special handicapped rooms, and this fare arrangement won't apply.....

AMTRAK TRAIN 72, the Turboliner WASHINGTON IRVING, had standees on its run from Rensselaer to New York on five successive Saturdays, Mar 18-Apr 15. The Apr 15 run, with a regular 5-car Turboliner consist, had a "substantial number" of standees out of Rensselaer, its point of origin, and a few were left behind, who didn't want to stand, reports a reader. The next two stops, Hudson and Rhinecliff, had about 50 & 25 people wanting to board the already overcrowded train. A trainman said they have asked for a second section or second train..... MOST-COMMENTED-UPON item from last issue (p. 15) was our question about track work on the Empire Service line near Rensselaer NY. The story is that NY State is funding a multi-million dollar track and signal rehabilitation of the entire Empire Service line from NY to Buffalo. The track work south from Rensselaer is part of this--restoring the double track from milepost 126 to milepost 141 that was removed in 1967. The double track will eventually be restored to Schenectady when the restored station stop is opened next year. The Empire Service rehabilitation is being funded by a bond issue passed in 1974 (see RTN, First Nov issue 1974). Track speed is to be 125mph for Turboliners (two hours travel time NY-Albany/Rensselaer, 5 hours NY-Buffalo). The track work is being done by Conrail crews on a contract with NY State DOT and the NY MTA. Conrail, Amtrak and the MTA will benefit from the results. Completion is expected by 1979 or 1980..... AMTRAK PRESIDENT REISTRUP was highly critical of Conrail's handling of three Amtrak trains, the LAKE SHORE LIMITED, NATIONAL LIMITED, and BROADWAY LIMITED in an Apr 13 statement. Reistrup said "I think it's hopeless. I've had it. I think it's terrible, with all the money the public has put into (Conrail) that it can't operate three little passenger trains." Reistrup said a resolution to the "absolutely lousy" job of operating these trains might be to run them on the Chessie System instead of Conrail. Conrail said that only 18% of passenger train delays last year were the fault of the railroad, with 40% of delays caused by track work...

* * *

NORTHBOUND SAN DIEGAN (apparently either train 777 or 779) derailed when it hit a piece of material that was protruding from a freight train on a siding, the night of Apr 6 in Pico Rivera, on the east outskirts of Los Angeles. Four cars derailed onto their sides. There were 34 passengers and 6 crewmen aboard, and one "major injury" and 12 minor injuries were reported by an emergency worker at the scene. A heavy rain was falling at the time of the accident near Paramount Blvd. & Slauson Ave. On Mar 29 a 4-car northbound SAN DIEGAN struck an auto stalled on the tracks in San Juan Capistrano, and an infant child in the car was killed. Two adults and a young child escaped major injuries. Time of the accident was 2:30pm, so it was probably train 775 that was involved..... THE NEW STATION in Minneapolis/St. Paul is apparently the only one in the U.S. that sports a neon Amtrak logo on its exterior.....

DAYLIGHT SAVING TIME starts in the U.S. at 2am on Apr 30. Clocks are moved ahead one hour (and overnight trains become automatically an hour late) in all states with the exception of Arizona, Hawaii, and the part of Indiana that is in the Eastern Time Zone. People with questions about DST should call the DOT's Robert Ross at (202) 426-4723..... VIA RAIL CANADA'S Senior Vice President Garth Campbell was a featured speaker at the National Ass'n of RR Psgrs semi-annual meeting in Washington Apr 21-22. The meeting comes on the 11th anniversary of NARP's founding. Besides discussing the coming DOT plan for Amtrak, NARP planned to consider possible replacements for Paul Reistrup, the proposed discontinuance of the SOUTHERN CRESCENT, the proposed re-routing of the FLORIDIAN, proposals to rehabilitate railroad tracks, the vacancies on the Amtrak Board of Directors, the Carter Administration's lack of support for Amtrak, and Congressional support and problems..... BOARD OF DIRECTORS of Amtrak, at its Apr 25 meeting, had scheduled among other items the following matters for consideration: Report on pre-season air conditioning program; Superliner alternative analysis and update; Accelerated program on head-end power for stainless steel cars; Fuel efficiency test program for turbine engines; relocation of Philadelphia city ticket office; and status of the Northeast Corridor improvement project.....



THE BARSTOW LIMITED excursion train pictured on our cover last issue ran Los Angeles-Barstow CA roundtrip on Mar 12. The consist used was: Amtrak engines 535 & 518; Amtrak hi-level coaches 9963, 9943, 9958, 9952, 9957, and 9929 (transition car), Amtrak coach 5011 "Silver Shield", and private cars "Afton Canyon" dorm-lounge, "Starlight Cafe" lunch counter diner, and sister car 6101 to the "Afton Canyon", "National Border" (6-4-6), "Bloomington" 11-bdrm slpr, "City of Cleveland" 5-bdrm lounge, and "Imperial Bird" 4-4-2 sleeper bearing the drumhead shown here (photo by Peter Bretz).....

THREE EASTERN SENATORS, expressing dissatisfaction with the management of the Northeast Corridor Improvement Project, on Apr 12 asked the General Accounting Office to review and evaluate the project management. The Senators were Charles Mathias Jr. of Maryland, Clifford Case of New Jersey, and Lowell Weicker of Connecticut. They are members of the transportation subcommittee of the Senate Appropriations Committee, and they issued the request following hearings on the Corridor project. In a summary statement, chairman Mathias told federal rail officials "It is clear that Congress has not received a plan from the Federal Railroad Administration which specifically defines the levels of service and the quality of the system we could expect to achieve. Rather, far-reaching and significant decisions are being made daily without consideration of their ultimate impact... I fully expect that the project, based on the information we have to date, will fall far short of providing the first class rail service that Congress had envisioned." Mathias said he scheduled the hearing to find out why the project is being scaled down from what was originally envisioned by Congress.....

RAIL DOLLAR DAY: On Apr 17 & 18 Amtrak, as a promotional device for the CHAMPION, offered a $1 one-way ride ($2 roundtrip) between these points: Jacksonville & Deland; Orlando & Sanford; St. Petersburg or Tampa & Orlando. On the 17th the special fare applied between Columbia and either Savannah or Jacksonville; on the 18th it was good from either Hamlet or Camden to Savannah or Jacksonville (the CHAMPION made a special southbound stop at Camden for the event). Amtrak said later that the train was sold out for the promotion. At the same time, Amtrak ran a sweepstakes along the CHAMPION route, with tickets or rail passes as prizes. Entries were newspaper coupons mailed to Amtrak.....

THE PACIFIC INTERNATIONAL was cancelled southbound on Mar 27, the day after the Easter weekend, due to a BN freight derailment. The 5-car Amfleet consist deadheaded to Seattle, arriving 3:35pm. Passengers were bused.....

AMONG OTHER NAMES being mentioned as possible replacements for Amtrak's Paul Reistrup are ex-SP Operating VP Richard Spence and Rock Island President John Ingram....

AMTRAK'S FARE INCREASES effective Apr 30 run 2½% nationwide, according to the rail corporation. However, special roundtrip fares will be adopted for the SAN DIEGANS at that time, Amtrak announced Apr 12. The new L.A.-San Diego fare will be $9.25 instead of $9, but a special roundtrip fare good on Mon, Tues & Wed will take effect--$1 more than the one-way, a total of $10.25. Also, a 20% discount 30-day roundtrip fare will continue, effective Mon thru Fri. These fares expire Jun 30, "unless extended", Amtrak said. A story lies behind this fare decision. As noted last issue (p. 16), Caltrans has sharply criticized the Amtrak fare increases, and even threatened withdrawal of its rail subsidies if the fares weren't kept low. A study made by Cantrans showed that Amtrak fare increases since Dec 1976 do not conform to the Amtrak explanation that increases are only for purposes of keeping up with a 5% annual rate of inflation. Tallying up all the fare increases and surcharges since Dec 1976, and including the 4-6% surcharges coming in June, Caltrans calculated that they total an average of 20% systemwide, in a bit less than 1½ yrs. Said Caltrans: "The effect has been to artificially curtail demand... This has been particularly pronounced in the West, where rail fares have been selectively increased. Over the past 7 years since Amtrak's creation, rises in Western rail fares have far exceeded the rises in consumer price index (CPI)." From Nov 71 to Jun 78, when the CPI rose 56%, most Western corridor fares went up over 90%, Caltrans calculated. This was not true for the Northeast Corridor, where (except for NY-Phila.) fares stayed very close to CPI increases or have been below them. Caltrans said it would support a move to replace present Amtrak marketing staff if necessary to get better fare treatment on the SAN DIEGANS and other Western trains.....

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"FRUSTRATED" BY AMTRAK'S inability to get the L&N to terms on the re-routing of the FLORIDIAN, NARP Director John R. Martin went to the Georgia State Properties Control Commission with a request that the state investigate whether the railroad is complying with the terms of its state lease in maintaining its track in proper condition. As a result, the state is looking into this matter..... INTERSTATE COMMERCE COMMISSION'S Mar 15 report on the effectiveness of Amtrak, an 80page document, is generally fair and neutral. Our biggest point of criticism is the selection of the cover illustration--which of course is the feature of the report that creates the biggest impact--as it lies on a Senator's desk. The abstract photo of empty railroad tracks resembles nothing so much as a vacant and defoliated battleground. Such government reports should be entirely neutral and not carry cover illustrations..... THE SAN JOAQUIN'S connecting bus service between Sacramento & Stockton will be re-established Apr 30, using Greyhound buses, and funded by Caltrans. An earlier trial service was discontinued in January..... THE SOUTHWEST LIMITED will make a special stop at San Dimas CA Apr 29 for the city's second annual American Indian and Cowboy Artist Exhibition. A special group of 35 will ride the train Pomona-San Dimas..... BOARD OF DIRECTORS of Amtrak on Mar 29 approved spending $404,000 to improve rail-highway safety and train operating efficiencies between Lakeland and Tampa FL..... D&H RAILWAY has a new president and chief executive officer--K. P. Shoemaker, age 44, who as of Apr 15 replaces the deceased C. E. Bertrand..... AMTRAK BEGAN FIRING 134 railroad employees in the N.E. Corridor Apr 5 as an economy measure..... THE MINNESOTA ASSOCIATION of RR Psgrs meets Apr 27, 7:30pm at the new Amtrak station in St. Paul..... EUROPEAN RAIL MAP is now available at $3 ($3.50 air) from Thos Cook Ltd, Timetable Publ Office, Thorpe Wood, Peterborough PE3 6SB England..... CALIFORNIA'S TRANSPORTATION BUDGET was cut 20% in planning and mass transportation by Sen. Alfred Alquist on Apr 3..... 1977 HIGHWAY TRAVEL in the U.S. was up 4%, to 1.4666 trillion vehicle-miles, says the DOT..... THE 100th BIRTHDAY of San Francisco's California St. cable car was Apr 9.....

News in this issue is updated thru Apr 21 p.m.

SPV-2000 (continued from page 4)

Back at South Station I discussed the B&M's status with Alan Dustin, who, after remarking about his nervousness over anticipated developments with the fast-dying D&H, commented that the SPV was a good car, but the maintenance looked a bit more than for the regular Budds. From South Station via MBTA charter bus to the Grenada Room of the Sheraton-Boston for a Budd-sponsored reception and a chance enroute to talk with Budd marketing man Richard Thorstan on how to publicize the car for the Rockport line, and would they please run it on Saturdays for daily commuters who otherwise could not sample it. Yes. And he offered that two possibilities exist for the MBTA presently: one is to trade in older Budds for $80,000 credit (which Budd would rebuild into non-powered coaches for $240,000); or seek Federal funding under an experimental aid program for possibly 25 cars. The trade-in idea is not too strong at MBTA (new price is $750,000) but there is no question that MBTA has a need ultimately for 25 to 40 self-propelled units in a mix that will be primarily locomotive and coach push-pull sets. First, the MBTA must see how the car goes in test running here and elsewhere and then evaluate the results.

The SPV's first week of operation began Apr 10 with a morning roundtrip to Franklin, a noon roundtrip to Providence, and an afternoon roundtrip to Needham Heights (this line may close in anywhere from 40 to 300 or more days, once the construction on the Southwest Corridor begins). The North Side will get the car after the first of May and for the balance of the 45-day stay on the MBTA lines. It is clearly expected to run some Saturdays (I insisted on it!), as there is good publicity potential on the seashore line to Rockport and many of the daily commuters never did get to ride the FIAT car, as there were no qualified crews to handle it on Saturdays or Sundays, and it is these very riders who support the operation thru every possible crisis and will eventually give their opinion to new equipment.

Besides Boston commuter potential, Budd sees the car as ideal (naturally!) for short-run services to Worcester and Springfield, Portland, and for seasonal runs such as to the Cape and other seashore points in the summer, transferring to mountain and ski service in the winter. Configurations in coach (commuter and regular), lounge-coach, baggage-coach-lounge, etc., and done in modular construction techniques (aircraft style) make different services for different seasons and uses feasible. Budd claims that two SPV's could easily replace the present daily roundtrip of two locomotives and four Amfleet cars between Washington and Cincinnati.

I was impressed with my first exposure to the car. After its stay here and a few in-service revenue runs and passenger comment, I shall follow with another evaluation.

RAIL FANTRIPS

May 14: Virginia City (Nevada) Steam Spectacular. Virginia & Truckee's 2-8-0 #680 runs several photographer specials, 9:30am-2pm. All-day pass $10. Pacific Locomotive Ass'n, 54 Hancock St, San Francisco CA 94114.

May 29: Sierra RR "Lightning Express" double-header steam excursion. Two runs, a.m. & p.m. ($19.50 & $25). Pacific Loco. Ass'n, 54 Hancock, San Francisco 94114.

May 20-22: Vancouver B.C.-Klamath Falls OR tour, PACIFIC INTERNATIONAL & COAST STARLIGHT. $114 & up. Skyline Travel, 563 Granville, Vancouver B.C. V6C 1X6.

May 27-29: L.A.-Flagstaff RT & bus to Grand Canyon; daytime run over Cajon Pass both ways; to raise money for ex-ATSF horse-bag. car to RLHS Exhibit. $280 up. Jim Wollom, RLHS, Box 8272, La Crescenta CA 91214; 352-4952 or 862-3053.

May 6-7: L.A.-Bakersfield by rail, ATSF route, incl. Santa Ana Canyon, Cajon Pass, Tehachapi Loop; 1st such train in 6 yrs. $115 up. Let's Travel Tours, Box 2768, Riverside CA 92516. (714) 684-7458 day/night; (714) 785-1753 till 10pm.

May 7: Montreal-Grand'Mere roundtrip, with CN 6060 steam engine. Adult $19.90. St. Lawrence Valley Rwy Soc., PO Box 400, Cote des Neiges, Montreal H3S 2S7.

May 14: Montreal-Ottawa steam train with CN 6060, optional tour of Ottawa at tulip festival time. Adult $19.90. Same address as above.

One Fantrips listing is free. Rail Travel News, Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"Many Americans are learning (or relearning) that traveling by train offers something you can't get when you travel by car or plane... Rail travel is alive and moving and it's getting better all the time."

--Changing Times: The Kiplinger Magazine, May.

SLIP OF THE MONTH CLUB***

"Paul Reistrup announced yesterday that he was quitting as president of Amtrack, and the national passenger train service said it was immediately beginning a search for a successor... He commented, 'After a while, it just becomes impossible.'"

--New York Times, Mar 30.

(Takes all your zest away.)

CARS & CONSISTS

*FLORIDIAN, train 57, Louisville Mar 30: engine 633; cars **1408, dome** 9562, **4585,** 8005, dome-obs lounge 9321 "Silver Tower", dome 9500 "Silver **Bluff", 5441,** 2537 "Wren", SP6721 baggage. Note unusual consist of 3 domes.

*BLACK HAWK, train 370, Apr 3 Chicago: **engine** 603 (SDP); **cars 5607,** 5454, 5624, 3811.

*Rock Island trains, Chicago Apr 8: **train 6, QUAD CITY ROCKET: engine** 655; coaches 347, 363. Train 12, PEORIA ROCKET: **engine 654;** coaches **342, 364.**

*BROADWAY LIMITED, train 41, Chicago Apr **7: engines** 263 (F40), **408,** 424 (E9A's); cars 5012 "Silver Spear" deadhead, 1089, 1368, 5653, 2004, 2024 **"Loch** Sloy", 5400, 5251, 3403, 8800-8801 diner, 2559 "Windy City", 2788 "Berkeley **County".**

*CHAMPION, train 86, Orlando Apr 5: engines 630, 646 (SDP's), (GG-1's 961 & 4935 DC-NY); cars 1519, 2034, 2766 "Savannah", 2691, 3224 "Pass-A-Grille Beach", 8019, 3409, 4588, 4425, 4427, 5675, 5801, 4559, 3201 "Woodland Stream".

*BEAR MOUNTAIN, train 78, Albany/Rensselaer Mar 24: engine 413 (E); D&H coaches 33 "Schroon Lake", 34, 32, 31 "Ausable River", 205 "Ft. Ticonderoga", 206 "Essex County", 202 "Lake Placid", 204 "Lake George".

*LONE STAR, train 15, Kansas City Apr 17: engines 502, 517; (off at K.C.: 661 & 666 heater cars, 8800-8801 twin-unit diners), 1108, 2727 "Pine Pass", 8072, 9923, 9931, 9927, 3394, 2361 "Regal City", (on at K.C.: 1197).

EXPRESS ADS

STREET-CAR days in Seattle: "Trolley Trails Through the West", Vol. II, new illustrated edition. $3 including postage. Wilson Brothers Publications, Dept. RTN, Box 712, Yakima WA 98907.

For Sale: TRAINS magazines, 1966 Complete. $5.00 postpaid. Mail to: Clinton O. Larson, Box 611, La Crosse, Wisconsin 54601.

Order your RTN First Rail Travel Yearbook now if you have not done so. Book will be off the press soon. $3.50 each postpaid (plus tax in California). Message Media, Box 9007, Berkeley CA 94709.

HAPPY SEVENTH BIRTHDAY, AMTRAK! May you continue to grow stronger and expand your route system. My best wishes to the crew and service personnel of the BROADWAY. Jonathan L. Koukal, 11 Fruitland Dr, New Castle PA 16105.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. Rail Travel News, Box 9007, Berkeley CA 94709.

EXPRESS ADS

RTN READERS: SUPPORT YOUR FRIENDLY ADVERTISERS! Courteous, competent help in securing the best available accommodations on Amtrak, CN, CP, Princess Patricia, etc. Write GREAT WESTERN TOURS, 639 Market St., Suite 900, San Francisco 94105, or call us at (415) 398-2994. Pay by check or credit card--we make it easy!

MEXICO RAILFAN FUN-TRAIN--October 8-21, 1978--"Trip of a Thousand Wonders (4.1% grades)" & Copper Canyon (open gondola). Private cars SOONERLAND & MISTLETOE plus Mexican sleeping cars. Mexico City Metro subway, shops, streetcars and SAHAGUN car factory, Guadalajara subway and shops. Ride on locomotive. Trip starts in Oklahoma (join anywhere). For full details and map, write: Howard Thornton, Midwest Travel Service, 2936R Bella Vista, Midwest City OK 73110

RTN READERS: Buy your Amtrak tickets from NARP member Bob Brown at BUDGET TRAVEL AGENCY, 150 Newbury St, Route One Southbound, Peabody MA 01960. Call (617) 535-1501 or 598-1659 Mon-Sat 10a.m.-6p.m.

SUMMER RAIL TRAVELERS..Reserve NOW and avoid paying the summer fare surcharges which will range up to 10% more than the present rates. Details from the rail specialists, Let's Travel Tours, PO Box 2768, Riverside CA 92516. 714-787-8350.

Railroadiana Auction Sat. May 6 sponsored by Pottstown NRHS at Old St. Lukes Church, behind the post office Gilbertsville PA. 400 lots of collectibles--Lanterns, Builder Plates, Timetables, and much more. For info write Ted Maurer, 1931 N. Charlotte St., Pottstown PA 19464. Inspection at 9am, sale at 11am.

PULLMAN COMPANY Sleeper-lounge buffet service menu reprints available. Only 200 breakfast and 200 luncheon menus printed. Each is numbered. $2 each plus 25¢ postage and handling. SSAE brings list. The Pullman Travel Co., Box 6843, Chicago IL 60680.

Express, Railroad & Traction uniform buttons. Send $1 for sample & list. J. Lajoie, 22 Stevens, Methuen MA 01844. See you at Edaville June 18 & 19, 1978.

RAILROADIANA: Send SSAE for Catalogue containing items from over 60 railroads. Timetables, public & employee, passenger & freight brochures, employee magazines, maps, manuals, menus, etc. H. Butz, 543 Beverly Rd., Teaneck NJ 07666.

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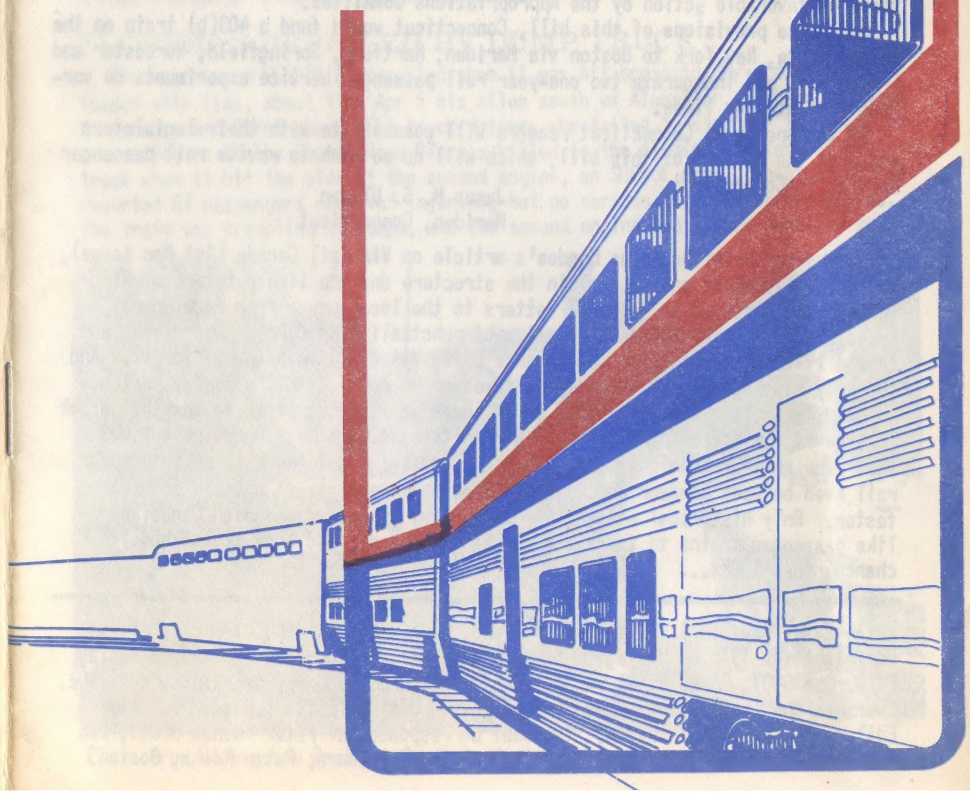
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